



VON HAMM-YOUNG CO.

ASSOCIATED GARAGE.

The von Hamm-Young Company received on the Manchuria two new types of 1911 Stoddard-Dayton cars, which have been greatly admired. These cars are both of the Model M type, one a 5-passenger touring car and the other one a 4-passenger roadster. These cars, though lower priced than former Stoddard-Daytons, have all the elegance and dashing appearance of the highest class cars.

On this car the Stoddard-Dayton Company has adopted the famous Renault type of motor, with cylinders cast in bloc. It is a four-cylinder, 4-cycle engine of 4 inch bore and 4 1/2 inch stroke. The length of the stroke secures a well recognized advantage of increased power, higher efficiency and greater economy. This motor easily develops 20 h. p. and is built so simply that very little can get out of order. The frame construction of this Stoddard is of pressed steel, heavy gauge, channel sections wide and deep; wonderfully rigid; front springs semi-elliptic and rear springs 3/4 elliptic, just sufficient to pick up jolts and jars but not so springy as to keep one going up and down.

These new Stoddard-Daytons have been the center of attraction at the von Hamm-Young salesrooms during the week. Already one order for some make has been looked for shipment to Hawaii.

**Stevens Sold.**  
During the week Dr. J. S. McGrew purchased of the von Hamm-Young Company a fine 5-passenger Stevens-Duryea touring car. A Stevens used for a year or two is still far superior to any medium priced new car and will therefore bring better price second-hand than many other cars represented here. Dr. and Mrs. McGrew are very much pleased with their purchase and pronounce the Stevens to be a very satisfactory and comfortable riding car.

#### Buys a Buick.

Mr. C. C. Bitting has purchased from the von Hamm-Young Company a pretty little Buick runabout. The Buick is still a general favorite as is shown by another sale of a 4-cylinder Buick touring car to Messrs. Littleton and Perkins, who intend to put this car into the rent service between Honolulu and Watertown.

#### Cadillac to Maui.

On the steamer Claudine the von Hamm-Young Company shipped a 4-passenger Cadillac demi-tonneau to their representative, C. J. Schoening, on Maui, who has booked this car for a prominent business man.

#### Overland.

A torpedo body Overland car was bought by Mr. A. R. Coyne of the Coyne Furniture Company. This is the first automobile purchased by Mr. Coyne and means another addition to the ranks of automobilists.

#### Hupmobiles.

On the Larline the von Hamm-Young Company expect to receive several Hupmobiles, which will in all probability be snapped up as soon as they arrive, as the demand for this popular little car is getting greater every day.

Business in the sales department of the von Hamm-Young Company has been good, a number of important sales of high class cars are being negotiated and will be closed before the beginning of next week.

#### ARMY AND NAVY NOTES.

Official and unofficial reports which have reached the Navy Department during the past few weeks indicate that the marksmanship of the men behind the guns in the U. S. navy is far more superior to that of the other navies of the world than is generally supposed. This subject has been thoroughly investigated abroad, not only by naval attaches, but through other sources, and the reports are interesting in the extreme. The maximum range in the navies of other countries is about 7000 yards, according to these reports, which have been carefully compiled and submitted to the Secretary of the Navy. In the U. S. navy the average range is about 10,000 yards, and the maximum is 12,500.

There is no truth in a rumor from Santiago, Chile, that the battleships Iowa and Oregon are to be sold to Peru. Vessels to be sold must first be condemned as unfit for use by the navy, and must then be offered at public auction, the guns and ammunition and all warlike equipment first being removed from the hull. The Oregon has just been put in first-class condition, and the Iowa, though not of the latest design, still is regarded as an excellent ship for the second line of defense.

The steamship Alliance, which left New York February 4 for Colon, reported by wireless at 4 o'clock February 9 that the scout cruiser Birmingham had reached the British bark Cathness-shire, Captain Halford, which grounded on a reef off Walling Island, one of the Bahamas, and was taking off her crew. The U. S. collier Mars, which reached Guantánamo, Cuba, on February 6, sighted the Cathness-shire in distress, but her draft was too deep to allow her to go to the bark's assistance.

During the past week business at the Associated has been increasing steadily, in fact it has shown a steady growth ever since the management was taken over by Frank E. Howes, and the results of the week are five sales and deliveries of cars, besides a large increase in the amount of work being done by the repair department.

More car owners are bringing their machines to the Associated Garage every day for general repairs or merely for washing and looking over so that the mechanical force has had to be increased and an extra man engaged for the washing work.

#### The Hudson.

The Hudson 32 is the car most talked about in the city now, the 1911 model being such an easy riding machine and having such speed and power is commends it to every motorist who has once looked into its possibilities and tested its merits.

The Hudson is conceded to be the best medium priced car on the market this year.

#### Best in Territory.

Yesterday Mr. Francis Gay of Kauai took delivery of the finest and most luxurious motor car on wheels in the Territory of Hawaii, a seven-passenger, 6-cylinder Pierce-Arrow. The top on this car is especially built for service in the tropics, where so many tops grow seedy looking within a short time after they are put in commission, and it is so strongly built and lined that there are no cumbersome straps in front to obstruct the view.

An electric system furnishes lights for all lamps except the large front ones, including dash lights, and the air pump on the engine which works so successfully on all Pierce cars to inflate the tires and is especially appreciated.

The engine is self-starting, and in fact every imaginable contrivance and luxury is embodied in this car.

#### ARMY AND NAVY NOTES.

The following tentative schedule for the work of the Atlantic fleet for the coming summer was announced by Rear-Admiral Richard Wainwright, U. S. N., and for operations, Navy Department, on February 8, 1911. The vessels of the fleet will leave their respective "home" yards about May 1 and proceed as follows:

First Division—Base on Narragansett Bay; operate between Cape Cod and New York.

Second Division—Base on Hampton Roads; operate between New York and Southern Drill Grounds.

Third Division—Base on Pensacola and Key West; operate in Gulf of Mexico. This division will arrive at Pensacola by May 7, and the Idaho will proceed to New Orleans, arriving by May 10, for the purpose of making a trip up the Mississippi River as far as Natchez.

Fourth Division—Base on Cape Cod Bay; operate north of Cape Cod.

About July 1 the divisions will visit ports on the Atlantic coast to be designated later to spend the Fourth of July. The four divisions, together with the armored cruisers (Fifth Division), scouts and torpedo fleet, will rendezvous about July 6, probably in Cape Cod Bay, for fleet exercises during July and August.

On July 1 the New Jersey, Maine, Missouri, Ohio and Utah are scheduled to join the fleet, and the twenty-one ship organization will become effective.

The rowing regatta of the Atlantic fleet, which ended on February 5 at Calumet, Cuba, furnished any amount of good sport, and there were numerous contestants. One hundred and sixteen crews were entered for the silver cups. The crew of the battleship Georgia carried off the Battenberg Cup, the most coveted international trophy, by winning the event for racing cutters, distance three miles. The Jamestown Cup, for cutters manned by commissioned officers, distance one mile, was won by the crew of the Kansas. The Louisiana's crew won the Duncan Cup, for cutters, in the mile race. The Havana Cup, for gigs, two miles, was captured by the Mississippi, which also won the San Pedro Cup for sailing launches, two miles; the Dunlap Cup, for cutters, manned by marines, and the Pensacola Cup, for cutters and whaleboats, two miles, and dinghies, one mile. The Kansas crews won the Belmont Cup, for cutters, manned by first enlistment men, and the Drexel Cup, for cutters, two miles, manned by engineers.

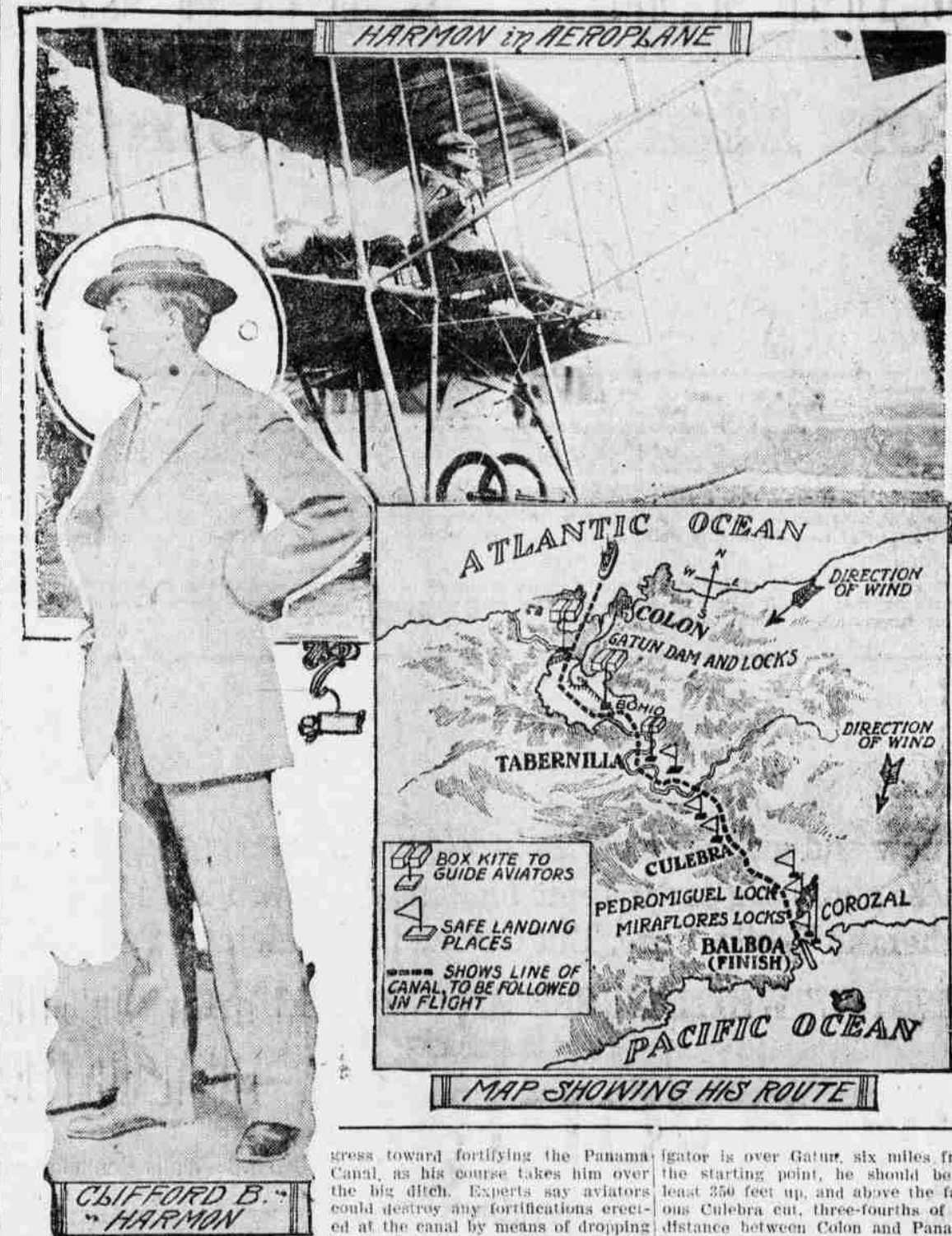
In 1910 the Cunard company carried across the Atlantic 36,148 first-class passengers, 29,511 second and 129,076 third, the respective increases over the previous year being 2346, 800 and 12,656. The first-class passengers constitute a record for the company.

The "June Bug," the first aeroplane to make an official flight in this country, has been donated to the Smithsonian Institution at Washington by its builder, Glenn H. Curtiss. The latter first used it in the initial aeroplane contest July 4, 1908.

Germany will establish a record this year by launching six new Dreadnoughts. Up to now no more than five of these monster ships have been launched by any one country in one year.

# WORLD DOINGS OF AVIATORS

## AVIATOR HARMON AND ROUTE ACROSS ISTHMUS OF PANAMA HE WILL ATTEMPT TO TAKE IN AEROPLANE



New York, March 11.—Clifford B. Harmon, the celebrated aviator, has completed his plans for attempting the hazardous venture of flying in an aeroplane from Colon across the Isthmus of Panama—from ocean to ocean. He started from New York today on the steamship Malika with all his apparatus and assistants. His report will have important influence in determining the attitude of Congress toward fortifying the Panama Canal, as his course takes him over the big ditch. Experts say aviators could destroy any fortifications erected at the canal by means of dropping bombs from the sky. The topography of the land over which Harmon will fly is such as to produce cross currents, and eddies in the lower strata, these currents paralleling the configuration of the land and being atmospheric disturbances for at least 150 feet above the earth. Therefore, in order to gain the more constant air the aviator should attain a height of from 450 to 550 feet as soon as practicable after the launching, an altitude greater than would be necessary under normal conditions in the United States. By the time the navigator is over Gatun, six miles from the starting point, he should be at least 350 feet up, and above the famous Culebra cut, three-fourths of the distance between Colon and Panama, he will have attained his greatest height. Of course it is feasible and may be found desirable to go much higher, but the altitude mentioned will be sufficient for the aviator to discern the Hargraves box kites and flags which it is proposed to distribute along the routes—kites to indicate the route and flags to mark available spots for landing in case the motor goes wrong. A kite placed above Gatun dam will be readily discernible from the ship at the start. Kites also are to be flown above Bofo and Tabernilla.

## ARMY AVIATOR DOES BIG STUNT

Carries Message When Impossible For Others to Cover the Ground.

The War Department was kept busy early in February dealing all sorts of offers from aviators. It seems as if every man in the country who either owns an aeroplane, or expects to do so, during the past few days has offered to patrol the Mexican border for the War Department. If the services of every aviator who volunteered had been accepted the heavens along the Mexican border would soon be filled with aeroplanes or the ground in that vicinity strewn with the wrecks of flying machines. Very wisely the War Department decided to put this matter entirely under the supervision of Lieutenant H. E. Foulis, who is at San Antonio with the only aeroplane owned by the government. It is understood that the State Department, as well as the War Department, feared that a large force of civilian aviators on the border might involve this government in international complications with Mexico.

Unless the aviators were under the command of Lieutenant Foulis they would be very apt to fly over into Mexico. There they might be captured as spies, and it would be very difficult for the government to extend to them the protection which is asked by every American citizen who gets into trouble in a foreign land. It is feared by the officers of the War Department that some of the amateur aviators may become so enthusiastic that it will be necessary to take steps to restrain them.

But, despite all this confusion, advices were received at the War Department of a flight which was made by Harry S. Harkness, which is regarded as a demonstration of the availability of aeroplanes for war purposes. On Wednesday, February 8, Brigadier-General Allen, chief signal officer, received a telegram from D. C. Collier, president of the Aero Club, announcing that Mr. Harkness had 25,000 acres each.

## FLIES TO WARSHIP AND MAKES STOP

Glenn Curtiss Tells of Flight to the U. S. Cruiser Pennsylvania.

Under date of February 17, Glenn H. Curtiss made the following report to the press from San Diego on his flight to the cruiser Pennsylvania and back, after alighting in the water and being hoisted on board the ship: "With the assistance and co-operation of the commanding officer of the First Division of the Pacific fleet and the officers of the armored Pacific cruiser Pennsylvania in particular, I was able today to demonstrate one of the most important things involving the usefulness of the aeroplane in the navy.

"Using a hydro-aeroplane of my recent development I flew from North Island to the armored cruiser Pennsylvania, landed alongside and was hoisted aboard. After a brief stay, I was hoisted overboard and rose from the water and returned to Aviation Headquarters on North Island. This feat was undertaken in order to further the interest of the Navy Department in the adaptability of the aeroplane to navy uses, and in the opinion of the officers who witnessed it, it was successful.

"In making the test I used an experimental machine fitted with the same type of float and hydro-surfaces used in my successful water flights, with the exception that I had placed the propeller in front of the planes instead of behind, as in the case of the standard Curtiss machine. This was purely an experiment, as my best water flights have been made in a standard Curtiss machine with the wheels used on the land flights.

"I found that the machine used today was not well adapted to the work. In other words, the fixing of the propeller in front of the operator's seat interfered with his vision and made it difficult to see how to steer and to judge the distance from the surface of the water.

## WASHINGTON SOCIETY WOMEN NOW HOPE TO START FLYING

ARE BANDING TOGETHER FOR A SCHOOL OF THEIR OWN WITH INSTRUCTORS SKILLED IN SCIENCE OF AVIATION.

WASHINGTON, Feb. 16.—First of all the women of fashion to take to aeronautics as a sport, Washington society leaders are planning to lead the world as "high flyers," in the literal sense. The thrill attendant on sailing through the air has fascinated Washington mondaines, and in order to indulge in it to their hearts' content they are going to establish a school and obtain instruction in the science of operating machines. The school may become an actuality some time this spring, and after a course of lessons millady confidently looks forward to becoming a skilled "sky pilot" and taking a three or four mile "fly" every morning before breakfast.

The leaders of the movement are Viscountess Benoit d'Azy, wife of the naval attaché of the French Embassy, witty, breezy and enthusiastic as a schoolgirl; Mrs. Nicholas Longworth, who retains the girlish vivacity and daring of her "Princess Alice" days, and Miss Gladys Hinckley, by many considered the handsomest unmarried girl in society, who is "in" for all that which makes for good, thrilling sport, be it hunting or careening around the Washington Monument in an airship. Many others are interested in the movement, and the school promises to be a general success.

Even now the question of proper dress for aeronautics is engaging the minds of maids and matrons who plan to take the course of instruction. Each woman will be a law unto herself, for a time at least, until fashion prescribes a costume which all will adopt. Will it be like riding dress, motoring dress, or will Dame Fashion actually evolve an entirely new costume for a sport which marks the final evolution of human travel? None of the sponsors of the new school is yet prepared to answer that; they prefer instead to dilate on the pleasure in store for those who learn to operate their own machines.

Is No Novice.

The Viscountess d'Azy, one of the best all around sportswomen in society, is no novice to the pleasures of the aeroplane. Already she has made flights with French aviators, and in this country has been the companion of Claude Grahame-White in a flight. For the daring young Parisienne air travel has no terrors, and the Viscountess is consequently one of the most enthusiastic of all the smart set in her eagerness to begin to fly her own machine.

For Mrs. Longworth the sport has always had an irresistible fascination. Even in the early days of aeroplaning, when the Wright brothers, pioneers in the field of aeronautics, were making their flights over at Fort Myer and all the world flocked to see them, Mrs. Longworth's motor was always to be noticed on the days when there was to be a flight, and it required a determined stand on the part of Representative Nick Longworth to restrain his wife from trying a flight with one of the inventors. Aeroplaning was looked upon then, even by the most daring, as something to be attempted only by those whose attachment to the attractions of this good old world were of the slightest. Yet Mrs. Longworth found promise of pleasure in the thought of trying the difficult and dangerous sport. The Wright brothers are said to have been much relieved when Mr. Longworth refused to consent to his wife's giving their machine a trial. But time has changed the public attitude, and it is believed that general Nick Longworth himself will not be averse now to taking an occasional turn in the air.

In St. Petersburg, Paris, London and other capitals the smart sets have shown a certain inclination to take up the sport, but never have these ultra fashionables made definite plans to engage in it as the Washington women have. Hence the Washingtonians are a bit "cocky" at having come first into the fascinating field.

## FLIES 493 MILES IN FAST TIME

PARIS.—Two brilliant performances in aviation were accomplished recently. Capt. Bellanger, one of the most expert army aviators, started on a 500-mile flight from Vincennes to Bordeaux, 350 miles, descending twice to replenish his gasoline. He renewed his flight the next day and traveled the 143 miles from Bordeaux to Paris in 115 minutes, without alighting. In all he flew 493 miles in 7 hours, 14 minutes.

#### Aeroplane Carries 1,050 Pounds.

At Pau, where many flying men are gathered, Le Martin broke all passenger-carrying records. He took seven persons with him on a flight of more than a mile at an altitude of thirty feet. The total weight carried was 1,050 pounds.

Bleriot built the monoplane to carry four, but four more, one a woman, were crowded in it. A man was strapped to a board running to the tail of the machine. The flight was made without hitch. The plane, fitted with 100 horse-power motor, is intended for war purposes.

Le Martin says he is certain he can carry nine passengers on this machine and will make the attempt in a few days.

Until Le Martin's feat, Roger Commer, another Frenchman, held the best passenger-carrying record. With six passengers, Commer, January 23 last, flew from Douzy to Romilly and returned, a distance of sixteen miles.

#### Passengers Astride Runners.

Then, too, there was not room for all the passengers. Two sat astride the plane's runners.

Henry Farnham held the record for 1910. He carried five passengers twice around the aviation field at Chalais, France, on November 2nd.

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Increase of thirty officers to relieve the shortage in the Navy Pay Corps. Ten of these officers are to be paymasters and twenty past assistants and assistant paymasters. Paymaster W. P. Rogers of the Kansas and P. A. Paymaster of the Petrol have been ordered before a retiring board. Both of them are suffering from overwork, on account of the exacting duty of the Pay Corps.

Army horses figured in the Denver horse show held in the week of January 16-21, occupying a prominent place in the program. Lord Oulley, writing in the Denver Post, said that the army horses were a much larger and stronger class than those of the year before.

## ARMY AND NAVY

Deficiency estimates sent to Congress for appropriations for the year ending June 30, 1911, include \$779,147.82 for the War Department and \$682,769.12 for the Navy Department. Under the War Department the items are: Military Academy, \$500,000; pay to commandant of cadets, \$500.32; M. A. food, \$500; army subsistence, \$772,074.49; defense of officers at Fort Meade, \$50. The Navy Department deficiencies are: Contingent, \$9.75; to reimburse general account of advances, \$75,599.58; pay, miscellaneous, \$149,000; reimburse clothing and provisions, \$144,282; maintenance Naval Academy, \$1152; contingent, Naval Academy, \$61.38; California Naval Training Station maintenance, \$1,732.30; maintenance yards and docks, \$200,000; Boston Navy Yard construction, \$65,000; Fort Mifflin Naval Magazine, dikes, etc., \$10,000; buildings and grounds, Naval Academy, \$28,800; Medical Department, \$55,164.54; Marine Corps, provisions \$72,813.67, fuel \$15,000, contingent \$30,62, barracks and quarters, \$6000.

The following is a brief statement of the Dreadnoughts now actually under construction or ordered for the leading powers:

Great Britain—Launched, 4; ordered or on the stocks, 11; total, 15.

Germany—Launched, 5; ordered or on the stocks, 7; total, 12.

United States—Launched, 2; ordered or on the stocks, 4; total, 6.

France—Launched, 9; ordered or on the stocks, 2; total, 11.

Japan—Launched, 2; ordered or on the stocks, 2; total, 4.

It is understood that Secretary Meyer will recommend to Congress an